

The

National Falcon News



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Ford Falcon: easiest car in the world to own

Introducing a wonderful new world of savings
in the new-size 1960 Ford *Falcon*



Look at the price tag for big news! For all its big-car comfort, styling and power, the Falcon delivers for less than many imported economy cars.

Honest-to-goodness six-passenger comfort. Plenty of room for six . . . and all their luggage!

New 6-cylinder engine . . . up front for greater safety and stability. A brand-new power plant specifically designed to power the Falcon over America's hills and highways with "big car" performance and safety.

World's most experienced new car. The Falcon was proven over every mile of numbered Federal Highway in Experience Run, U.S.A., a grueling demon-

stration climaxing Ford's 3 years and 3 million miles of testing and development.

Up to 30 miles a gallon on regular gas. Experience Run, U.S.A., proved the Falcon's exceptional gas mileage and oil economy.

Made in U.S.A. . . . serviced everywhere. The Falcon is a product of Dearborn, Michigan, automotive capital of the world. Every part of the Falcon has been designed for maximum durability and dependable performance. Falcon service is available at over 7,000 Ford Dealers across the country.

FORD DIVISION, *Ford Motor Company*,

FORD BUILDS THE WORLD'S MOST BEAUTIFULLY PROPORTIONED CARS

December 2002—National Convention Issue



Signature: _____

*Stock, Daily Driver, Modified, Diamond in the Rough, Masters

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Must mention FCA for special \$89. rate.
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The National *Falcon* News



December 2002 — National Convention Issue

Bob Meuth of Round Rock Texas sent this photo of his Glacier Blue 1963 Ranchero. The Ranchero has a Palomino interior. The engine is a 170 cu. in. 6 cylinder with three on the tree.

Bob drives the Ranchero on cruises and tours in his area. He has also taken it on trips and reports that "it is very reliable, but, of course, what else would you expect from a Ford?"

After several inquiries from folks who didn't know any better, he got a bumper sticker that says "NO, it is NOT an El Camino!"

Hopefully, FCA members can see Bob's Ranchero at the Texas Nationals in July 2003.

Do you have a photo of your Falcon
for the cover of

The Falcon National News?

Send photos with a self addressed stamped envelope if you want them returned. Include a few paragraphs about yourself and your Falcon and send to the Editor at the address on this page. Digital files: send hi res JPEGs that will convert to 300 dpi at 4x6 inches. Have several large digital files? Send on CD, please.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25.00 (\$30.00, payable in U.S. funds outside the United States) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **Falcon National News** is published monthly with information from its members. **All copy and advertising for The Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby63@earthlink.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club. See renewal date on mailing label.



Regularly Scheduled Chapter Meetings

Alamo Chapter San Antonio, TX

2nd Sun - monthly
(210) 545-6693
Pig Stand
1508 Broadway,
San Antonio TX

Blue Ridge Chapter South Carolina

3rd Sun - monthly
Greer, SC
(864) 879-1060

Capital City Chapter Austin, TX

3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter Charlotte, NC

1st Mon - 7 PM
(704) 933-4972
Golden Corral
Concord, NC

Central California Falcons

Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA, 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club of Victoria, Inc. Australia

1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter Arkansas

2nd Sat - monthly
(501) 605-1370

Gateway Chapter St. Louis, MO

4th Sun - monthly
(314) 946-6047

Golden Gate Chapter San Francisco, CA

2nd Sat. — Odd Months
(707) 452-8979

Great Lakes Chapter Michigan

3rd Sun - bimonthly
(517) 849-7156

Hoosier Chapter Indiana

1st Sun - monthly
Edwards Drive-In.
2126 S. Sherman Dr.
Indianapolis.
(317) 786-1638

Lone Star Chapter Mt. Pleasant, TX

3rd Sun - monthly
(903) 572-9593

Lost Coast Falcons Eureka, CA

1st Wed. — 7 PM
Round Table Pizza
Henderson Center
Eureka, CA
(707) 444-8407

Mid America Chapter Kansas City

1st Fri - monthly
(660) 679-5636

Mile Hi Chapter Denver, CO

3rd Fri - monthly
(303) 857-9360

NE Texas Chapter Gladewater, TX

2nd Sat - monthly
(903) 759-6850

Northland Falcons Minnesota

2nd Sat. odd months
(763) 420-3050

River City Chapter Sacramento, CA

2nd Tue - monthly
(916) 725-4110

Sonoma County Santa Rosa, CA

1st Thur - monthly
(707) 539-2860

Southeast Chapter Georgia

1st Sun - monthly
(770) 483-5249

Space City Chapter Houston, TX

2nd Tue - monthly
(281) 920-0145

Wheat State Chapter Wichita, KS

1st Sat. even months
(316) 838-7487

Starting a New Chapter -Contact Chapter Coordinator Jan Brown, 4147 WCR 31, Ft. Lupton, CO 80621 — 303-857-9360, then send a notice for publication in the Falcon National News.

President's Message

On behalf of the Falcon Club of America Officers and the general membership, I would again like to sincerely thank the members of the Music City Chapter for hosting an outstanding National Meet—one that has definitely raised the bar for future FCA Nationals. When Dale said a club the size of the FCA should be able to get over 300 cars, I thought that would be nice, but I knew that represented a big increase over attendance at past Nationals. Then, as I got to thinking more about it, if we got only 10% of the National members to show up with a Falcon, we would reach the goal with only one out of 10 members being there with a Falcon. Well, Dale had the dream, offered the FCA membership a challenge, and you certainly responded, with a total attendance of 361 Falcons. This is just another example of why the FCA is the greatest car club around.

As you enjoy this December Newsletter, what better time to plan for your trip to next year's National Meet in Dallas/Fort Worth? Mark it on your calendar, reserve your vacation time, and make your hotel reservations. Is there a better way to spend some quality time with the family than to plan next year's vacation? Think about the people and places you would like to see on the way to and from the Nationals. Make a list of the things you need to do to the old Falcon to be ready for the big adventure. And remember, while everyone else would like to see your Falcon, we know that is not always possible. Don't let that stop you from coming and enjoying the event. And don't forget to send in your registration early. As those of you who have hosted one of these events are well aware, it is always good to get the early registrations to help in planning the big event. Use the form in this issue to register now!

Remember, we Falcon Folk love ALL Falcons, so bring yours, no matter what condition it is in. Give it your best and drive it, tow it, or push it, but please plan on attending this year's FCA Nationals. The folks in Texas will not disappoint us, they know how to put on a great show.

Happy Holidays!

Steve & Carol

**Is Your Address Changing?
Not receiving your newsletter?
Need to renew your membership?**

Please address all membership concerns and questions to Ruby Throgmorton, Corresponding Secretary. Find her address in every issue of the Falcon National News or email: RubyRTFCA@aol.com.
Please DO NOT send address changes to the Editor.

1965 POSITIVE CRANKCASE VENTILATION SYSTEMS

Reprinted in full from *Ford Shop Tips*
Submitted by Bob Passino

All 1965 Ford-built cars are equipped with a crankcase ventilation system. New York and California require a special type of system that limits the emission of unburned hydrocarbons into the atmosphere. Cars manufactured or sold in these two states must have a system that reburns crankcase fumes through the fuel induction system of the engine. The 240 C.I.D. 6-cylinder engine and 390 and 427 C.I.D. V-8 engines are equipped with the New York-type open system in all states. All other engines are equipped with the open-type system in New York and the closed system in California. Where no special system is used, the engines are equipped with a road draft tube to ventilate the crankcase.

With the open-type system, a jiggle-pin-type emission control valve is used and must be replaced every 12,000 miles. The closed system uses, in addition to the "jiggle-pin" valve, a polyurethane air cleaner filter that must also be replaced every 12,000 miles.

OPERATION

OPEN VENTILATION SYSTEM

The air flow in the positive crankcase ventilation system is shown in Figure 15.

Ventilating air enters the engine through the oil filler cap, which contains a filtering element which filters the incoming air.

From the oil filler cap, the air flows into the front section of the valve rocker arm chamber. The ventilating air moves down past the push rods into the front of the lower crankcase and into the timing chain chamber.

The rotating action of the crankshaft causes the air to flow towards the rear of the crankcase and up into the rear section of the right valve rocker arm cover. The air then enters a spring-loaded regulator valve that regulates the amount of air to meet changing operating conditions. The air is then directed to the intake manifold through the crankcase vent hose. During idle, intake manifold vacuum is high. The high vacuum overcomes the tension of the spring pressure and moves the valve to the "Low Speed

Operation" position (Figure 16). With the valve in this position, the ventilating air passes between the valve (jiggle pin) and the outlet port, and there is minimum ventilation.

As engine speed increases and manifold vacuum decreases, the spring forces the valve to the full open position (Figure 16). This increases the flow of ventilating air.

CLOSED VENTILATION SYSTEM

The closed ventilation system is the same as the open ventilation system except that the breather cap is sealed and connected to the air cleaner by a hose (see Figure 15). Thus, the crankcase receives air from the air cleaner. If the system becomes restricted, a back-flow condition will occur, thereby venting the crankcase gases into the air cleaner silencing chamber.

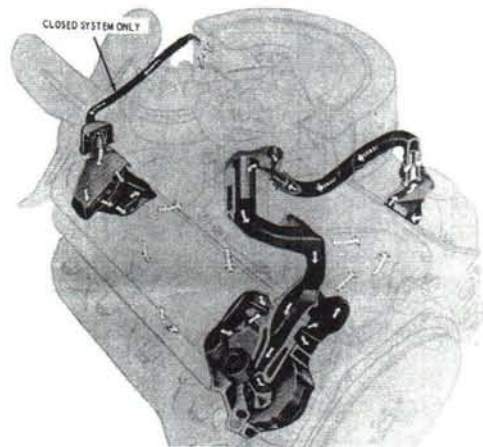


Figure 15

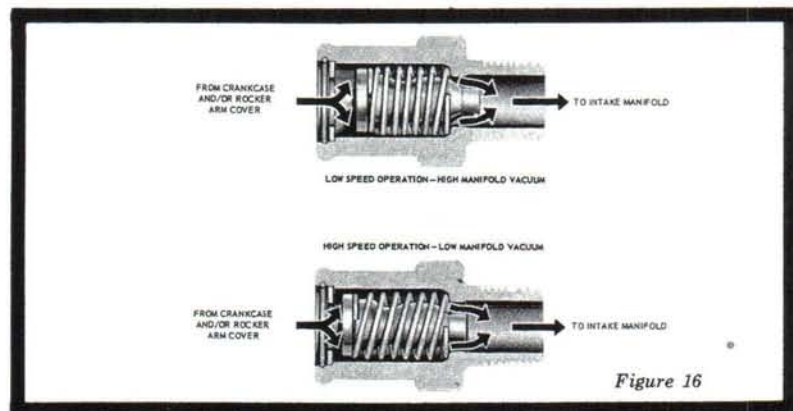


Figure 16

TESTING PROCEDURE

A malfunctioning positive crankcase ventilation system may be indicated by loping or rough engine idle. Do not attempt to compensate for this poor idle condition by disconnecting the crankcase ventilation system and/or making carburetor adjustments. The removal of the crankcase ventilation system from the engine will adversely affect the fuel economy and engine ventilation with resultant shortening of engine life.

To determine whether the loping or rough idle condition is caused by a malfunctioning crankcase ventilation system, perform either of the following tests.

REGULATOR VALVE TEST

Install a known good regulator valve in the crankcase ventilation system.

Start the engine and compare the engine idle condition to the prior idle condition.

If the loping or rough idle condition remains when the good regulator valve is installed, the crankcase ventilation system is not at fault. Further engine component diagnosis will have to be conducted to find the malfunction.

If the idle condition is found to be satisfactory, replace the regulator valve and clean the hoses, fittings, etc.

AIR INTAKE TEST

The PCV System works well only if properly maintained. In order to test its efficiency the AC Tester CT-1 can be used. See Figure 17. This tester will give an accurate visual indication of the need for service.

The tester will check the PCV System used on all Ford engines as well as other make vehicles. Set the tester to number 2 for all Ford engines except 144 and 170 C.I.D. engines, which require a number 4 setting. The tester will let the customer see for himself if he needs emission service. With the exception of the tester setting for Ford engines given above, complete operating instructions are provided with the tester.



Figure 17

CLEANING AND INSPECTION

Do not attempt to clean the crankcase ventilation regulator valve. The oil filler tube breather cap, located on the valve rocker arm cover should be cleaned at the proper mileage interval. On a closed crankcase ventilation system, the oil filler tube cap is not cleanable. Remove the cap and wash it in a low-volatility, petroleum-base solvent. Probe the breather hole(s) to assure removal of any accumulated deposits. Shake the cap dry and install it. Do not dry with compressed air as air pressure may damage the filter element.

Clean the crankcase ventilation system connection on the carburetor spacer or intake manifold (240 Six) by probing the inlet nipple with a flexible wire or bottle brush. Clean the rubber hoses with a low-volatility, petroleum-base solvent and dry with compressed air.

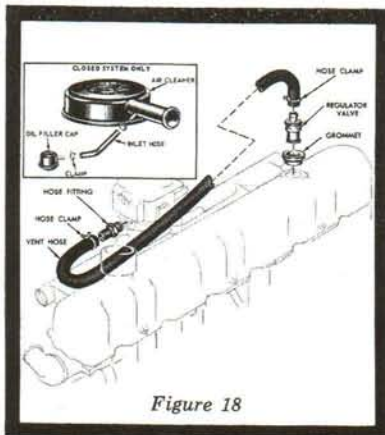


Figure 18

170 & 200 C.I.D. Six Cylinder Engines

The positive crankcase ventilation system components for the 170 and 200 C.I.D. Six-Cylinder Engines are shown in Figure 18.

REMOVAL

1. On a closed ventilation system, remove the inlet hose from the air cleaner and the oil filler cap.
2. Remove the air cleaner.
3. Grasp the crankcase vent hose near the rocker arm cover grommet and pull to remove the regulator valve from the rocker arm cover.
4. Using hose clamp pliers, slide both hose clamps towards the center of the

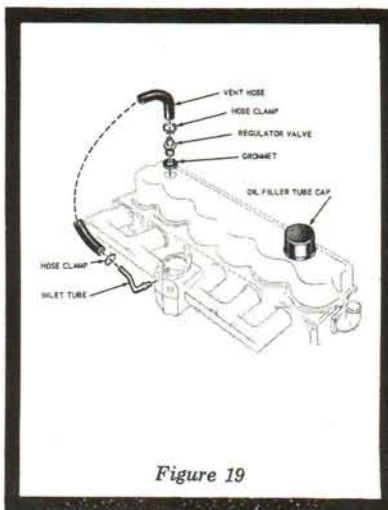


Figure 19

vent hose. Remove the regulator valve from the vent hose and remove the vent hose from the hose fitting in the intake manifold.

5. Remove the vent hose fitting from the intake manifold.

INSTALLATION

1. Install the vent hose fitting in the intake manifold.
2. Position the hose clamps on the vent hose. Install the hose on the fitting in the intake manifold and the

Tech Tip — continued

regulator valve in the hose. Using hose clamp pliers, slide the clamps into position.

3. Insert the regulator valve into the rocker arm cover mounting grommet.
4. Install the air cleaner.
5. On a closed ventilation system, connect the inlet hose to the air cleaner and the oil filler cap.
6. Operate the engine and check for leaks.

REMOVAL AND INSTALLATION

240 C.I.D. Six Cylinder Engine

REMOVAL

1. Remove the air cleaner.
2. Grasp the crankcase ventilation regulator valve and pull upwards to remove it from the rocker arm cover.
3. Using hose clamp pliers, slide both hose clamps toward the center of the vent hose. Remove the regulator valve from the vent hose and remove the vent hose from the inlet tube in the intake manifold.
4. Remove the inlet tube from the intake manifold.

INSTALLATION

1. Install the inlet tube in the intake manifold.
2. Position the hose clamps on the vent hose. Install the hose on the inlet tube in the intake manifold. Install the regulator valve in the hose. Using hose clamp pliers, slide the clamps into position.
3. Insert the regulator valve into the rocker arm cover mounting grommet.
4. Install the air cleaner. Operate the engine and check for leaks.

The positive crankcase ventilation system components for the 240 C.I.D. Six Cylinder Engine are shown in Figure 19.

260 & 289 C.I.D. Engines

The positive crankcase ventilation system components for the 260 and 289 C.I.D. V-8's are shown in Figure 20.

REMOVAL

1. Disconnect the automatic choke heat chamber air inlet hose at the inlet tube near the right valve rocker arm cover. Do not remove the choke heat chamber air inlet hose at the air cleaner. On a closed ventilation sys-

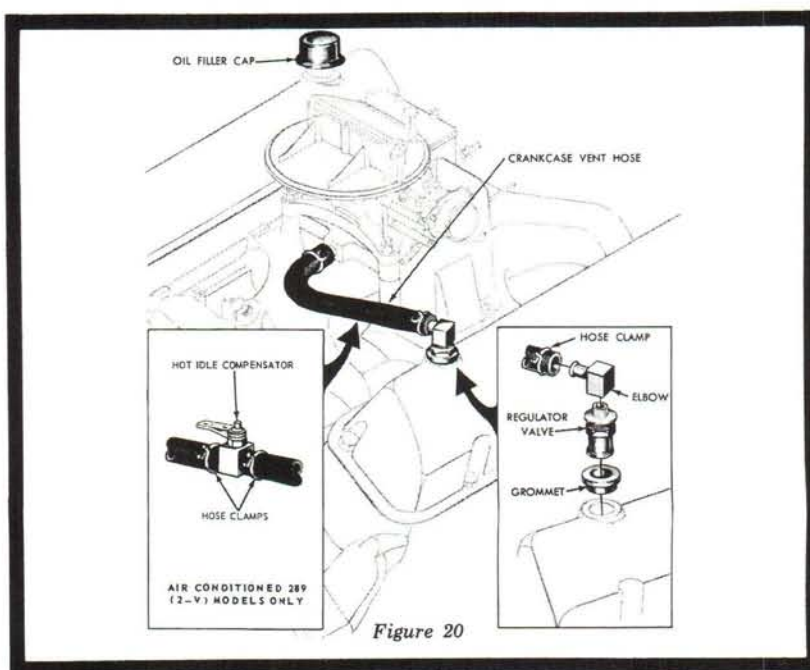


Figure 20

tem, remove the ventilation system air intake hose from the air cleaner and the oil filler cap.

2. Remove the air cleaner and intake duct assembly.
3. Using hose clamp pliers, slide both crankcase vent hose clamps towards the center of the vent hose. Slide the vent hose clamps away from the hot idle compensator (if so equipped). Disconnect the crankcase vent hose at the carburetor spacer, regulator valve and hot idle compensator (if so equipped).
4. Pull the regulator valve and fitting (elbow) out of the valve rocker arm cover mounting grommet.

INSTALLATION

1. Insert the regulator valve and fitting (elbow) into the valve rocker arm cover mounting grommet.
2. Position the hose clamps on the vent hose. Connect the vent hose to the carburetor spacer regulator valve and hot idle compensator (if so equipped). Using hose clamp pliers, slide the clamps into position.
3. Install the air cleaner and intake duct assembly.
4. Connect the automatic choke heat chamber air inlet hose. On a closed ventilation system, install the ventilation system air intake hose to the air cleaner and the oil filler cap.

5. Operate the engine and check for leaks.

352, 390 & 427 V-8 Engines

REMOVAL

1. Loosen or remove the hose clamps, and remove the vent hose (closed system only) from the air cleaner and/or oil filler tube breather (Figure 15, Page 13). Remove the carburetor air cleaner.
2. Grasp the crankcase ventilation regulator valve and pull it straight upwards and out of the grommet in the right valve rocker arm cover.
3. Use a hose clamp tool to slide both hose clamps off the ends of the regulator valve inlet hose. Remove the inlet hose from the carburetor spacer, and separate the hose from the regulator valve.

INSTALLATION

1. Install the inlet hose and hose clamp on the regulator valve. Install the inlet hose and hose clamp on the carburetor spacer inlet nipple. Position the hose clamps.
2. Install the crankcase ventilation regulator valve in the right valve rocker arm cover (Figure 15). Be sure the grommet is properly seated around the regulator valve and valve rocker arm cover.
3. Install the air cleaner. Install the breather cap vent hose, and tighten or position the hose clamps.

DISTRIBUTOR CAM LUBRICANT

Unsatisfactory operation of ignition contact sets (points) can be attributed to the use of distributor cam lubricant in excessive or insufficient quantities. If excessive amounts of lubricant are applied, this lubricant gets slung off or melts and runs down the channel of the movable point arm to the contact area, where it burns. If insufficient amounts are applied, the rubbing block squeaks and wears rapidly. In either case, point replacement is frequently considered necessary.

To remedy this, Rotunda Cam Lubricant (Ford part number C4AZ-19D530-A) is now available in a convenient 1½ ounce tube. This is a new, improved, high-temperature-resistant lubricant which meets Ford engineering specifications for this purpose.

Application of an even film of this lubricant to the distributor cam is recommended whenever the distributor cap is removed, and in such quantities that a bead no larger than the head of a match builds up on the rubbing block after one revolution.

CORRECT METHOD OF RAISING THE ECONOLINE FRONT END

Reports have been received which indicate that 1961-65 Econoline, Station Bus and Club Wagons are being raised with a chain fall attached to the front bumper.

This procedure results in damage to the front bumper arms and face bar, and can contribute to steering gear misalignment.

Please note that these vehicles should always be raised by the axles.

CONVERTING NON-ADJUSTABLE TYPE MUSTANG SEAT TO THE ADJUSTABLE TYPE

An adjustable-type passenger seat was incorporated in Mustang production in May, 1964. Since some owners of Mustangs built prior to that date have requested an adjustable-type passenger seat, an Adjustable Seat Kit has been devised and is available through Ford dealers under Ford part number C5ZZ-6561700-A.

NEW CYLINDER HEAD GASKET—1954-64 239, 256, 272, 292 and 312 C.I.D. Car and Truck Engines

A new rubber composition cylinder head gasket, Ford Part Number C3TZ-6051-G, has been released for the above engines to provide better sealing and to minimize head gasket coolant leaks. This new gasket should be installed without a sealer. Torque and torquing sequences are the same.

EXCESSIVE BRAKE PEDAL TRAVEL—All Car Lines with Self-Adjusting Brakes

Excessive brake pedal travel on passenger cars with self-adjusting brakes has been found to be the result of one or more of the brake adjuster screw assemblies seizing and failing to operate. To alleviate excessive pedal travel caused by this condition, the following corrective procedure is recommended:

1. Remove all four brake drums.
2. Disconnect the adjusting lever from the secondary shoe and remove the adjuster screw and nut assembly.
3. Disassemble and clean the adjuster screw and nut assembly.
4. Apply a thin, uniform coating of Brake Self-Adjusting Screw Grease (Ford part number C4AZ-19590-A) to the threads of the adjuster screw and reassemble the adjuster screw and nut.
5. Install the adjuster screw and nut assembly to the brake shoes and connect the adjuster lever.

NOTE: As the adjusting screw and nut assemblies are right and left-handed, and interchanging the assemblies from one side of the vehicle to the other will cause the brake shoes to retract rather than expand upon action of the adjuster lever, each assembly should be cleaned and lubricated completely before proceeding to the next assembly.

6. Repeat Steps 3 through 5 for each remaining assembly.
7. Install all drums and adjust brakes.
8. Check brake operation.

HESITATION AND ROUGH IDLE—1963-64 Econoline

Under unusual operating conditions, sand and gravel may enter the carburetor fuel bowl through the vent tube on 1963 and 1964 Econoline models. This dirt can then lodge in idle passages and accelerator pump circuits.

If this condition is encountered, a satisfactory repair can be made by thoroughly cleaning the carburetor and installing an Inline Fuel Filter, Ford part number C2RZ-9155-A, in the vent tube.

Installation procedure is:

1. Remove 7½" from the carburetor end of that portion of the vent tube which routes to the transmission.
2. Connect a 5½" piece of ⅜ I.D. rubber tube to that part of the vent tube which is attached to the carburetor.
3. Install the outlet side of the inline filter to this ⅜ I.D. hose.
4. Connect the inlet side of the inline filter to the end of the tube which was shortened in Step 1 with the ⅜ I.D. hose supplied with the filter.
5. Position tube and inline filter by binding the tubing to prevent interference with the choke and air cleaner.

HESITATION ON ACCELERATION—"ELASTOMETER" VALVE ACCELERATOR CARBURETORS

There have been instances reported where the return spring on the "elastometer" valve accelerator pump has been installed improperly (Ford 2 and 4-venturi carburetors). When this occurs, the valve will not unseat and allow fuel to fill the accelerator pump cavity. Consequently, when accelerating, additional fuel will not be supplied for proper engine operation.

On complaints of hesitation on acceleration, the accelerator pump should be checked for fuel discharge at the pump nozzle. If little or no fuel is being discharged, remove the accelerator pump cover and diaphragm. Inspect the diaphragm return spring for proper installation (see Figure 21). Correct if necessary. Reinstall the diaphragm and cover.



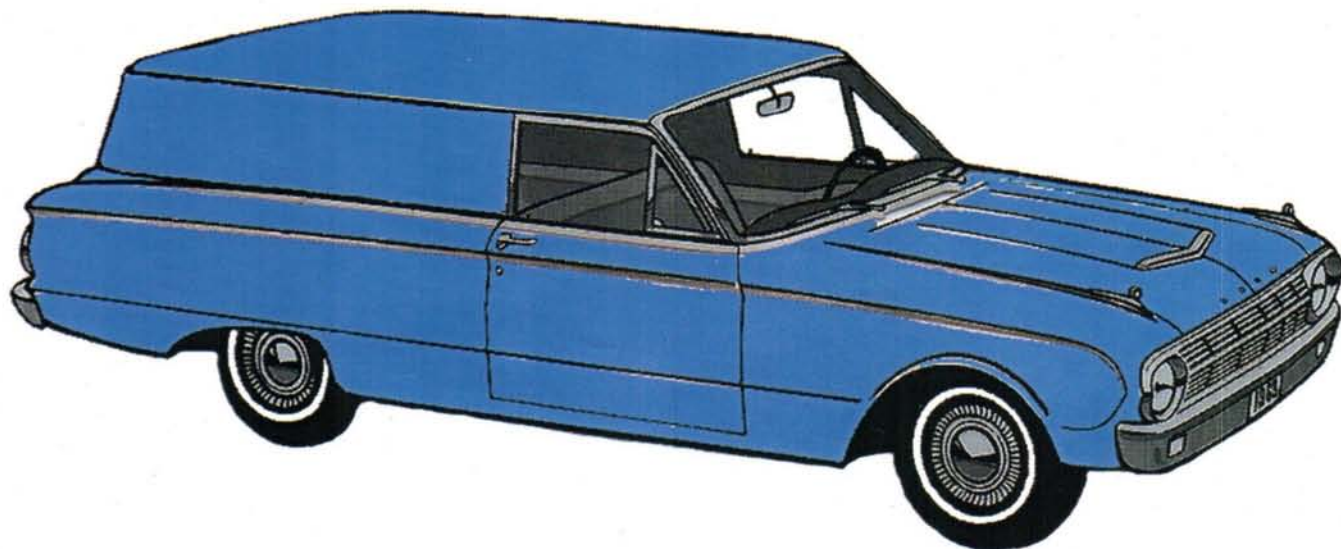
Figure 21



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Classified Advertising

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1961 Ford Falcon 2 door deluxe sedan. 64,000 actual miles. No rust, new paint, tires, suspension and more. A great classic economy car at an economical price. Yours to drive and enjoy for only \$3895. Don't miss this one! Rod McKean, Pahump, NV. 775-751-1825 or rsm@usintouch.com.

1961 Falcon 2dr. Sedan. Original 6 cyl, 3 speed. Daily driver with straight body and very little rust. An excellent foundation for restoration. \$1500. Taj, 831-476-9355 or tadufour@yahoo.com, Santa Cruz, CA.

1962 Falcon. 38,000 original miles. \$2500 firm. Runs great. Mrs. Eva Heath, Salisbury, NH. 603-648-2237.

1962 Falcon 4-door Sedan. 170 six-cylinder engine, automatic transmission. 27,000 actual miles. 2nd owner. Always garaged. New paint and new tires added in 1995. Lots of other parts reworked or replaced. Drive anywhere. Excellent condition. \$4200. Call Allen Bailey, 662-236-4732 or mkenedy78@hotmail.com. Oxford, MS



1962 Falcon Squire woody station wagon. New black paint, wood grain, red/white interior, radial tires. 170 cu. in., auto trans. Excellent mechanics, drive it anywhere. Very nice restoration of a solid car. Must sell. \$10,900 OBO. Mark Schlabbdugh, Iowa. 319-656-3724 or mdrkk@webtv.net

1963 Falcon 4 door. 6cyl, 3 speed. Some rust, fenders. Black with like new Red Interior. Brand new entire brake system. 19,563 original miles. \$3000 OBO. Tom Manifold, 319-346-1891, Parkersburg, Iowa.

1963 Ranchero Factory V8 4 speed. Original except newer 289 Sprint engine. Minor rust, not beat up. Needs easy restoration. Extra parts, new/used. Garaged in 1978. Good title. \$3000. Robert Baldwin, 573-787-3390 evenings or leave message. Clarksburg, MO.



1963 Falcon, 144 ci, auto, 23,000 original miles. Totally rust-free. Original interior is perfect and like new. Bumpers are high quality replated originals, all exterior trim is perfect. New windshield and rubber. Never shown, but would be a stand-out at any show. Complete history from day purchased new. Jerry Sullivan, 651-439-1316. Hugo, MN

1963 Futura convertible. 170 6 cyl, auto. Corinthian White, new blue top and carpet. Original blue interior. 95%. Stock class winner, Music City Regional 1997. Shop and parts manual, parts and more. \$6800. Stanley Shull, 765-284-3644. Muncie, IN

1963 Falcon Futura 4 door, 200 6 cyl., C-4 trans. North Carolin daily driver now in Michigan. Good paint, seats and tires. Asking \$1750 OBO. Brian Cleary, 313-841-5157.

1963 Econoline/Falcon window van w/ 170 engine and manual trans. No original interior. Has typical rust at rockers, floors and rear doors. Runs, but needs restoration. \$350 OBO. Michael Margulies, Phillipsburg, NJ. 908-387-0357 or cowbash@juno.com.

1963 Falcon Ranchero factory 4spd V8. California Car needs restoration. \$2500. OBO. Ed Fabey 626-401-9758 or Bluanglmm@aol.com



1963 Ranchero. 6 cyl, auto. Mostly restored. Over \$7000 in receipts. Bumpers rechromed, stereo, new windshield, new paint, new interior. \$4800. Rick Dilks, 913-557-2899. Paola, KS.



1963½ Sprint convertible. 33,000 actual miles. May be the finest unrestored Sprint convertible left. Beautiful car, all original paperwork included. V8, 4 speed. Everything correct down to original Ford script headlights and Sprint muffler. \$25,000. Rick Dilks, 913-557-2899. Paola, KS.

Two-1963 Futura Hardtops, both V-8 automatics. #1 Sports Futura with bucket seats, console. #2 was a 6 cylinder. 302, C4, V-8 rear installed this year. Car is fast! Many new parts. \$6,000.00 for both cars and accumulated parts, doors, trunk lids, glass, five boxes of parts. Ed Rizzo, 856-582-0586 or razzool4@att.net. NJ

1963½ Sprint hardtop. 260 V8, factory 4 speed. All stock, all original. Black on black.

Classified Ads

No rust or bondo. \$10,000. Beautiful show car. Jacob, 206-781-5230. Seattle, WA.

1963½ Falcon Sprint hardtop. 289, 4 speed. Black on black, Pro Star 5 wheels. Car is in perfect condition. \$14,000. Don Catlett, 248-477-7433.

1963½ Sprint convertible. 260 V8, factory 4 speed. All stock, all original. Red on red. No rust or bondo. \$12,000. Beautiful show car. Jacob, 206-781-5230. Seattle, WA.



1964 Ranchero, Black w/ red striping. First Place winner in Daily Driver division at CT Nationals. Rare factory 8 track, spot light, and A/C. Arizona truck, never any rust. 289 V8, three speed, deluxe red interior. Completely detailed including bed. Call Bob, 781-246-1825 or bobmerryeldridge@aol.com. \$8995. Wakefield, MA

1964 Falcon Futura Convertible. 302 .020 over, 650 Holley 4v, 4 speed Toploader, Hurst shifter, front discs, elec. cooling fan, Torino rims. Have original eng and loads of parts. \$5500 OBO. Call 317-507-7796 anytime or chuckphillips@hotmail.com for pictures or questions. Indianapolis, IN

1964 Falcon Sprint V8 260 4spd original Calif omnia Car needs restoration. Also Sprint parts car V8 auto p/s both \$4500 OBO. Ed Fabey 626-401-9758 or Bluanglmom@aol.com

1964 Futura convertible. 260 V8, automatic, power steering, power brakes, air conditioning, bucket seats, console. Beautifully restored. baby blue with blue interior. Never any rust. Upgrades include: electronic ignition, gas shocks, sway bar, disk brakes, Magnum wheels. \$11,500 OBO. Call Phil, 415-970-9267 or eeevil@earthlink.net. CA

1964 Ranchero-updated 302-Fuel Injection w/T-5 trans & 3:50 posi & t-bars. Alternator

& Front disc brake conversion. Mustang convt. bkt/seats w/new grey fab/vyn upholstery. Tach & gauges included. Audio system not included. Speakers intact. Ready for paint—your color choice. \$8000. OBO includes many extra parts. Call Tom at 626-963-3264 or frd65mus@netzero.com. Glendora, CA

1964 Falcon Sprint convertible, bench, Automatic, power steering, originally California car without factory heater (option delete). Rebuilt 260 V8 and dual exhaust. Baby Blue. Might trade for red '65 V8 Futura. \$6,500. Jim Brown, Disney, OK. 918-435-8120 or jbmoto@brightok.net

1964 Sprint 2 door hardtop. V8 4 speed. Needs restoration, never messed with. 2nd owner. Factory block, inside and out. Complete bucket seat interior. \$3500, with NOS seat covers, add \$500. Rick Dilks, 913-557-2899. Paola, KS.

1964 Rangoon Red Sedan Delivery. Powered by HiPo 289 V8 with Edelbrock 4 barrel carburetor (600 cfm) and C4 automatic transmission. 15 inch BFG radials on Crager SS wheels. Modifications include: lowered 2" in front and 1" in rear; 1965 Falcon winged taillights with backup lights. Interior fully upholstered with 1965 Mustang bucket seats and '66 Mustang rear seat, '65 Ford factory air conditioner mounted under dash, Clifford alarm system. 1963 Falcon chrome center console, front seat belts. \$15,000 negotiable. Vehicle was cover photo of December 2001 National News. Jim Lara, 520-378-7169 or Laras@c2i2.com. AZ

1964 Falcon Futura Convertible. 260 V8, automatic, green, black top and interior. Everything works and car runs, 93K miles, was bench seat now correct convertible bucket seats and console. Needs restoration. Dented/Rusted RR quarter panel have complete RR quarter section. I have digital photos. \$2000. OBO. Gary Roth, CO, 303-646-4916 or gary@rothfam.com.

1964 Falcon Futura, 2-door hardtop, 6-cylinder, automatic. Nice baby blue paint with two-tone blue interior. Stock appearance with white walls and correct wire hubcaps, AM radio. Runs great, drives well. Very nice grill, side trim, taillight panel. Rechromed bumpers. Email for photos. 678-714-9410 or Sneskrid@charter.net. \$3700. Robert Dirksen, Suwanee, GA

1964 Sprint hardtop, 260, 4-speed. Runs good & all parts are there. Rust underneath & rear quarters. \$1500 OBO. Jerry Young, Lee's Summit, MO. 816-524-2083 or jerry.young@leesummit.k12.mo.us

1964 Futura hardtop. Yellow/new black interior. Original 260; mild cam, 4 bbl., headers, 3 row radiator, new suspension and brakes (front and rear). Rebuilt T-10/Hurst. 2½" Flowmaster exhaust. New BFG 245/50/15 Comp TA's on Outlaw II's. I have all receipts. Over \$8000 invested. \$6900 OBO. Joe Felso, 510-795-9636. Newark, CA

1965 Falcon Futura hardtop, 289, 3 speed standard, bucket seats, restored. \$4,500. William Varnell, 870-862-1647. If no answer leave message. Can fax photo. Southern AR.



1966 Econoline Cab forward pickup. Deluxe model, 200 cu. in. 6 cyl. engine. C-4 automatic, posi-traction rear end. New whitewall tires, backup lights. The mechanical work is done. Cab interior restored, undercoated. Needs paint. \$5600 invested, asking \$3500. Merle Boughton, 641-673-7782. 214 S.1st St., Oskaloosa, Iowa 52577

1965 Falcon 2 door sedan. Less than 35,000 miles on car. Bumpers re-chromed, C-4 auto, 200 6 cyl., new paint. Stored for 23 years. Made in Lorain, OH in May 1965. \$7000 OBO. Jim Cramer, 330-394-6552. OH

1965 Ranchero Deluxe. c-4 auto 289 V8. California car brought to Ohio in 1999. Never seen snow. Made in Lorain, OH in March 1965. \$9000 OBO. Jim Cramer, 330-394-6552. OH

1965 2 door post sedan. 6 cyl., 3 speed. White w/ blue interior. Runs. Restorable, complete. \$950. Rudy Svadbik, 815-875-1551. Princeton, IL.

Due to failing eyesight, must sell 1965 Falcon Futura hardtop convertible (sic). Good

Falcon

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New Goodies For Your Falcon & Ranchero Are Just A Phone Call Away!



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Dearborn Classics has reproduced 1965 Falcon & Ranchero taillight lenses with and without backup lens. These are the red lenses and clear backup only. Must reuse original castings for assembly.

TLL102EA	65 Falcon W/O Backup - Hardtop, Convertible.....	ea. \$59.95
TLL102EB	65 Falcon With Backup - Hardtop, Convertible.....	ea. \$59.95
TLL102EC	65 Ranchero W/O Backup - Wagon	ea. \$59.95
TLL102ED	65 Ranchero With Backup - Wagon	ea. \$59.95

1960/65 Power Brake Booster

Convert your original manual brake system to power brakes. Kit includes: new power booster and dual bowl master cylinder. Superior to other single reservoir brake units. Proportioning valve sold separately. Designed to fit Falcon engine compartment perfectly.

PBC101 60/65 Falcon/Ranchero Power Brake Conversion Kit. \$389.95



1960/65 Ranchero Bed Corner Moldings

New triple plated chrome bed corner moldings for all 1960 - 1965 Rancheros. Stamped steel as original.



BMC100PR 60/65 Ranchero Bed Corner Molding pr. \$59.95



Sprint Tachs

New 6000 RPM Sprint tachs are now in stock. An exact replica of your original option tach. Made to look like original with greater accuracy and performance. Guaranteed satisfaction!

Back In Stock!

TACH1 Sprint Tachometer 6000 RPMea. \$299.95

1964/65

Falcon/Ranchero Headlamp Doors

Now in stock! Finally 1964/65 Falcon & Ranchero headlamp doors. These are an exact reproduction, anodized in original style finish.



HLD98 64 Falcon/Ranchero Headlamp Door.....ea. \$99.95
HLD99 65 Falcon/Ranchero Headlamp Door.....ea. \$99.95



Wire Wheel Spinner Caps

New wire wheel spinner caps and emblems are now available. Exact reproduction chrome die cast spinner and emblem fits all 13" and 14" wire wheels. Now in stock!



WWS100 Wire Wheel Spinner ea. \$39.95
WWC100 Wire Wheel Center Emblem..... ea. \$29.95

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condition, some interior work needed. \$1000 OBO. Joseph Cerra, 860-963-7182. CT.

1966 Falcon Futura station wagon. Exceptional new condition, #2 car. No rust. Red on red, auto C4, 200 engine rebuilt, new tires, brakes, springs, shocks. Drives and looks like new. \$9500 OBO. Call for details. Leon Torgerson, 503-429-7105. Pacific time.

1962 2 door sedan. Futura model. 6 cyl 3 spd 1 owner car with rare factory Polar-Aire. Blue with blue interior. Not running currently. Have new 200/3spd available. \$900. 1964 4 door deluxe wagon. Red/red 6 cyl., auto. Has damage to left front of roof and windshield but is RUST FREE. Power tailgate, roof rack. \$900. 1965 2 door wagon 6 cyl., 3 spd. Gold/palomino. Complete car but needs quarters and some floor work. Interior is very nice. Have parts to fix. not running \$850. Cars are in Southern VA.. Call Darin Wood, 336-766 5747 or derwood151@earthlink.net. NC

'63 Ranchero 289 Standard \$300
'64 Futura H/T 6 Auto \$600
'65 Futura 6 Auto \$1,000

'65 Futura H/T 8 Auto \$800
Don Branson, 4097 Hwy T, Marthasville,
MO 63357-2019. 636-228-4501 or
jbranson@mail.win.org

FALCONS WANTED

Wanted: 1964/1965 Falcon hardtop shell, w/ vin and title. No rotting on the subframes, or major areas. (ie A,B,C pillar, or roof line. light quarter rust OK). Drive train unimportant. Midwest area. Photos preferred. Prefer email fomoco_parts@hotmail.com, or Chris at 402-466-9435. NE

Looking for 1967-70 Falcon Futura station wagon OR 1965 Falcon Futura station wagon or 4 door. Not looking for show car, something that needs work. Michael Murphy, 112 E. Delavan, Buffalo, NY 14208.

PARTS WANTED

NOS 62-63 Right hand parking lamp housing. Have a left to trade or will buy. Darin Wood, 336-766 5747 or derwood151@earthlink.net. NC

Needed, drivers door exterior trim for 1963 Falcon Futura in good condition. Also chrome headlight doors and chrome taillight bezels in good condition. Front and rear bumpers in good condition. Roger Jaeger 402-573-6561 or rogerjaeger@cox.net. Omaha, NE

Bench seat in my daily driver 1962 Ranchero is terminally rump sprung. Need springs, entire seat or set of bucket seats that will fit easily. Best, better or NOS? Bill Bridges, 903-723-7603. TX

Wanted: NOS or good used trunk deck lid ornament for 1961 Falcon. Also a good rust free (or almost) deck lid for 1961 Falcon. Call Phil Pitko, 269 665-4385 after 4 pm or 616-369-7217. MI

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis Mo. 63128-1416. 314-351-1789 or kslitteken@aol.com

—continued on page 17

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23rd Annual Falcon Convention

Nashville or Bust was the slogan for the 23rd National Convention. The Falcon migration gathered groups from all over the country which converged on Nashville. The largest contingent was led by Carl Henderson of the Mason Dixon Chapter and included cars from the Northeast, Mid Atlantic, North Carolina and even Texas.

There were a total of 361 Falcons registered and present on the show field along with over 170 trailers and cars at other hotels. The banquet was a sellout with over 700 meals served.

The Marriott was completely full of Falcon conventioners from Thursday through Sunday. It's a big place with 17 floors full of Falcon folk. To put this into perspective, most conventions have 150-225 Falcons on the show field. NASHVILLE HAD 361! WOW!

There were over 20 vendors present with parts to fix our cars, or just keep them running. Over 1100 Vern Harner Memorial T-Shirts were printed with just a few remaining. See Dale's ad in the classifieds in this issue.

Friday morning over 80 Falcons caravanned to the Nashville Speedway. Participants got to experience going around the NASCAR track with other Falcons. Very cool!

A trip to the Grand Old Opry on Friday evening featured Porter Wagoner, Vince Gill and Holly Dunn. Folks toured the stars homes and shopped in historic Nashville. A visit to the Opryland Hotel topped off the sightseeing expeditions.

Dick and Sandy Estevez were there with the Daddy Warbucks 427 Falcon along with their friend, Marco, with his 1964 Fairlane Thunderbolt. Other cars of interest were the Australian Falcon, a 1963 Cayuse Falcon, one of three, and a steam powered Falcon.

The Falcon Club Store had a busy and successful week with more merchandise than ever. Bonnie and Mary keep coming up with great ideas for new and innovative Falcon gear.

The Registration and Hospitality rooms were just great. The banquet was exceptional with the very best prize giveaways, including several sets of tires and a new 1965 289 engine! A new 302 engine was raffled off and the 50/50 drawing amount was \$800 for the winner.

If you couldn't make it to Nashville, be sure to attend in Dallas next year. The 24th Convention will be a big one, as we will be commemorating the 100th year of Ford Motor Company. The folks in Texas are planning on an even bigger show with lots of shade trees in the parking lot. They have already secured some great door prizes and raffle items such as a new small block Ford engine and a car trailer!

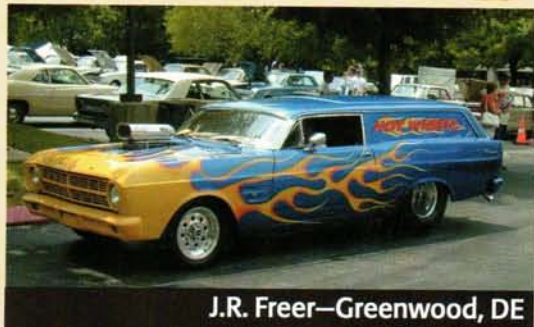
On behalf of the Mile Hi Chapter and all the attending Chapters who made the show such a success, we extend our thanks to the Music City Chapter for being such gracious hosts.

—Submitted by Ronnie Crawford
Mile Hi Chapter

SPECIAL AWARDS

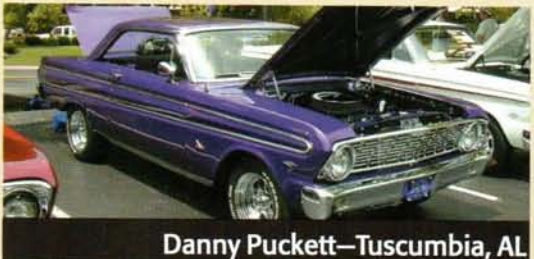


BEST OF SHOW



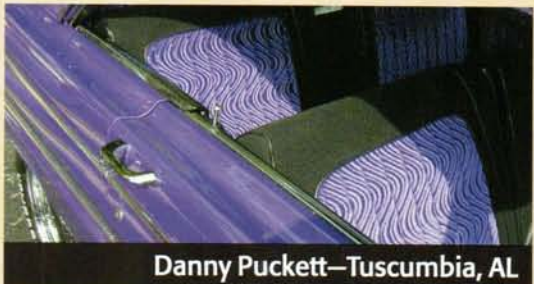
J.R. Freer—Greenwood, DE

LADIES CHOICE



Danny Puckett—Tuscumbia, AL

BEST INTERIOR



Danny Puckett—Tuscumbia, AL

BEST ENGINE



George Houck—Fort Mill, SC

BEST PAINT



John Saindon—Derby, KS

LONGEST DISTANCE DRIVEN CHAPTER PARTICIPATION



Whiz Whisenand—Hermet, CA



Mason Dixon Chapter—21 cars



23RD ANNUAL FALCON CONVENTION Award Winners



Class A—Stock Sedan 1960–1963



Joe Tatti, Burlington, Ontario



Dale Bulmer, Beeton, Canada



Phil Barber, Annapolis, MD

Class B—Stock Sedan 1964–1965



Jeff Shira, Arlington, TX



Larry Johnson, Bryon, WI



Brian Thomas, Tampa, FL

Class C—Stock Sedan 1966–1970



Chris Sword, Cabot, AR



Mark Leone, Trenton, MI



Barry Fischer, Butler, MO

Class D—Stock Sport Coupe 1966–1970



Donald Snyder, Akron, PA



Jerry Young, Lees Summit, MO



Leon Grantham, Kansas City, MO

Editor's Note: Due to the large number of entries (361!) and class winners in each class, space is limited to the top three winners in each class. Many classes had seven or eight class winners.

1 First Place **CW** Class Winner

Class E—Stock Hardtop 1963



Sonny Warren, Ponchatoula, LA



Robert Shoemaker, Shippensburg, PA



Carl Davis, Palm Coast, FL

Class F—Stock Hardtop 1964



Glenn Kuhn, Fayetteville, PA



Randy Pope, Edinburg, IL



Jerry Kratz, Jr., North Wales, PA

Class G—Stock Hardtop 1965



Phil Boyer, Laurel, MD



J. Wyatt Bales, Dawsonville, GA



Ricky Kerbow, Conyers, GA

Class H—Stock Convertible 1963



Neal Randolph, Selmer, TN



Jim Wilkerson, Stilwell, KS



Johnny McDaniel, Vonore, TN

Class J—Stock Convertible 1964



Paul Matthews, Cleveland, TN



E. L. Jacobs, Paris, AR



Joe Wall, Goodlettsville, TN

Class K—Stock Convertible 1965



Robert Marquardt, New Paris, IN



Chuck Kafka, Lombard, IL



Ed DaPore, Kettering, OH

Class L—Stock Station Wagon 1966–1970½



Bruce Wolfe, Grantville, PA



Bob Passino, Henrietta, NY



George Burnham, Reistertown, MD

Class M—Stock Station Wagon 1966–1970½



Robert Marquardt, New Paris, IN



Althea Fleeman, Savannah, TN



James Beckwith, Benton, AR

Class N—Stock Ranchero 1960–1963



Bill Alstrin, DeSoto, TX



Arnie Morgison, Lawrence, KS



Kim Felton, Green Bay, WI

Class P—Stock Ranchero 1964–1966



Robert Clemons, Brentwood, TN



Joe Wall, Goodlettsville, TN



Doug Burns, Dacula, GA

Classified Ads

WANTED: 1965 Falcon Sprint trunklid chrome strip. 517-568-4520 or ljadams@dmci.net. Lori Adams, MI.

Need day/nite mirror for 1963 Falcon sedan or Ranchero. Tail shaft housing for Falcon/Comet toploader. Tom Schoenfeldt, 413-436-7353. Warren, MA

1963 260 V8. Complete and good running condition. Believed to be original Fairlane engine C30E-6015-B. Fanblade to 5 bolt bell housing with clutch; 2 bbl carb to oilpan. Includes distributor, starter, generator. Has mild hyd. street cam. Includes OE exhaust manifolds, \$500. Also have V8 auto trans radiator, T-10 4 speed OE shifter and rods. \$400. Will separate. Larry Charters, 205-752-8086. Tuscaloosa, AL

PARTS FOR SALE

NOS Ford: 1963-1965 parking light lens \$25 pair; 1968-1970 parking light lens right and

left \$25; 1964 taillight lens no back up \$20 each; 1965 taillight lens no backup \$25 each; Tom Massarelli, 70 Downing Rd., Pleasant Valley NY 12569. 845-635-5280.

All NOS FORD as listed: 1960 Falcon/Ranchero grill \$140. 1961 Falcon/Ranchero grill set \$600. (grille, LH/RH headlight chrome, pair amber lenses). 1961 Falcon/Ranchero grille only \$285. I sell on ebay as the seller thewahoobohemian. Prices do not include shipping. Photos available. Prefer email: fomoco_parts@hotmail.com or Chris at 402-466-9435. NE

1963 Sprint parts: Radio \$40; T-10 \$225; complete shifter \$150; steering column \$75; complete gas pedal linkage \$60; console \$75; T-10 trans mount complete \$75; clutch Z-bar \$75. Tom Schoenfeldt, 413-436-7353 evenings 6-9 PM. West Warren, MA.

1963 Falcon drive train. 144 c.i. six \$50. 2 speed Ford-o-matic \$50. Drive shaft and rear axle w/ 4 bolt drums \$50. Front spindles with

4 bolt drums \$20. Other suspension parts available. High miles, but all working well when removed for 302 conversion. Prices negotiable. Roger Jaeger 402-573-6561 or rogerjaeger@cox.net Omaha, NE

Got rid of my 1968 180 sedan and have found three air filters for it, which I remember were hard to get. All new in the box: Purolator A30045, WIX 42064 and AC356C. All three \$15. plus shipping. Bill, 903-723-7603. TX

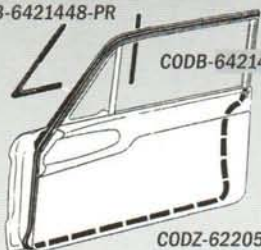
Used gas cap [curved] for 1960 to '63 wagon or ranchero. \$60 plus shipping. Charles Beasley, 870-862-1086 after 6:00 PM.

Rotunda kleenex holder. Chrome. Mounts under dash. From a 62 Falcon Wagon. Great shape. \$75. OBO. John Brennan, 970-923-8724 or jbrennan@aspensnowmass.com. CO

1964/65 Ranchero & Wagon Used Parts: Aluminum bell housing w/fork for 6 cyl \$25.

—continued on page 24

Door Weather Stripping



CODB-6421448-PR
CODB-6421450-PR
CODZ-6220530-PR

CODZ-6220530-PR 1960-65 Ford Falcon door seal set for 2 dr sedan, 2dr wagon, Ranchero. Molded to original specifications. \$75.00pr

CODB-6421448-PR 1960-65 Ford Falcon vent window rubber seals. Fits all bodies except hardtop and convertible. \$70.00pr

CODB-6421450-PR 1960-65 Ford Falcon back edge of vent window rubber seals. Fits all bodies except hardtop and convertible. \$15.00pr

COAZ-19554-A Weather stripping adhesive. 5 oz. Tube. \$8.00ea

Antenna Assemblies for Falcons and Comets



C3DZ-18813-A 1960-63 Ford Falcon antenna (front fender mount). Includes chrome base/mast assembly, rubber grommets, coax cable. Also fits Ford Ranchero and Mercury Comet. \$52.50

C4DZ-18813-A 1964-65 Ford Falcon antenna (front fender mount). Includes chrome base/mast assembly, rubber grommets, coax cable. Also fits Ford Ranchero and Mercury Comet. \$52.50

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1960-64 Ford Car	1965-93 Mustang

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Class Q—Stock Sedan Delivery 1961–1966



B. J. Smith, Louisville, KY



Steve Poiry, New Haven, IN



Dave Campbell, Cambridge, Ontario

Class R—Daily Driver Sedans



Gary Northrup, Colonna, MI



James Priest, Houston, TX



O.A. (Whiz) Whisenand, Hermet, CA

Class S—Daily Driver Hardtops



Tom & Eric Lauppe, Middletown, DE



Michael Wolgamott, Indianapolis, IN



Bobby Chester, Dahlonga, GA

Class T—Daily Driver Convertible



James Mason, Pflugerville, TX



Michael Conmy, Bismark, ND



Clint Holden, Springfield, MO

Class U—Daily Driver Utilities



Kenan M. Harper, Indianapolis, IN



Louise Smith, Elmer, NJ



Joe Borgerding, Golden, CO

Class V—Modified Sedans



Lynn Moon, Oxford, GA



Ron Bonnell, Decatur, AL



Glenn Page, Rockwell, NC

Class W—Modified Hardtops



John Saindon, Derby, KS



Alan Aniol, Southgate, MI



Danny Puckett, Tuscumbia, AL

Class X—Modified Convertibles



Ellen & William Kilby, Baltimore, MD



Robert Hall, Sylvania, OH



Dan Brancolini, Avon, IN

Class Y—Modified Utilities



Jack Cagle, Birmingham, AL



Tom McCool, Galloway, IN



Jerry Miles, Oklahoma City, OK

Class Z—Pro Competition



J.R. Freer, Greenwood, DE



Bill Alstrin, DeSoto, TX



George Houck, Fort Mill, SC

Class BB—Diamond in the Rough Sedans



Garrick Staples, Laurel, MS



Steve Declue, Crystal City, MO



William Sisco, Ashland City, TN

Class CC—Diamond in the Rough Hardtops



Tim Champ, Buckhannon, WV



Keith Zarin, Little Rock, AR



David Rose, Crossville, TN

Class DD—Diamond in the Rough Convertibles



Bonnie Shorter, Easton, MD



Derral Hubbard, Arlington, TX



Joe Luetkenmeyer, Crossville, TN

Class EE—Diamond in the Rough Utilities



Ron Talley, Birmingham, AL



Melissa DeVito, Indianapolis, IN



Paul Whitaker, Louisville, KY

Class AA—Masters Class, Non Judged Class



Chet Wisneski, Shickshinny, PA



Mark Sword, Austin, AR



Jeff Schlink, Normal, IL

Not pictured: Russ Hoeksema, Bradenton, FL; Anthony Bozza, Virginia Beach, VA; Joe Stowe, Lakeland, FL; Merle Hayn, Argos, IN; Don Davis, Ewing, KY

FCA Member Notes

From the Great Lakes Chapter— In our thoughts...

It is with great sorrow that I must ask you to put this in the next newsletter:

In need of prayer and cards. Gary Northrup, Secretary of the Great Lakes Chapter has been diagnosed with stage 4 cancer. He is on chemotherapy and he and his wife, Linda, need some good cheer from all of their Falcon friends. Please drop them a card or say an extra prayer. Gary's address is:

Gary Northrup
2295 Boyer Rd.
Coloma, MI 49038

Sincerely,
Beverly Engle #6257
President, Great Lakes Chapter FCA



Gary Northrup's Falcon at Nashville National Convention in July

Thanks from the Club Store Ladies...

Thanks to all members who have been so patient with their Club Store orders being delayed during Bonnie's mom's recent illness. She passed away peacefully at home in late August.



All the cards and hugs at Nationals are greatly appreciated.

Mary was a tremendous help with everything during the time my mom was ill.

Thanks to everyone for your thoughts and kindness.

Bonnie Stringer
Falcon Club Store

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(585) 768-6114
6830 E. Bethany-LeRoy Rd.
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Jblank@hfent.com

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N1R 5S5
FalconMan@Sympatico.ca

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65 Van Buren Circle
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e-mail-Pbbez@aol.com

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1960 Old Farm Rd
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kenearnhardt@vnet.net

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The SoCal Chapter

Bob Beck (10630)
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Classified Ads

Baby Moons 91/4" fits 4 lug rims only \$20. Clutch Equalizer Bar & end mounting hardware \$35. Tailgate latches \$18 pr. Tailgate holder(not a cable) \$8. Tailgate Letters "FORD" \$6. Hood Latch \$10. Rear Transmission Mount \$8. Hood hinges \$30 pr. Front half of heater box \$10. Dash speaker cover \$8. Chrome heater dash plate, lever plate, knobs and cables(complete) \$25. Brake Drums 9" 4 lug (turned) \$25 ea. Accelerator Pedal (near new) \$5. Lt. air vent cable/Blk knob \$5. Ring & Pinion Set 71/4"-3.50 (used) \$85. ALL ITEMS PLUS SHIPPING Call Ray 505-524-3371 or hirpmrj@juno.com

1965 Falcon black bucket seats. Completely redone. Like new condition. \$500 OBO. Mike Brown, 6960 Cadesbrook Cove, Millington TN 38053. 901-872-1999

1963 Falcon bucket seats. Red non-standard pattern. Average condition. \$200. (Note: These seats do not fit well in vehicle originally equipped with front bench seat.) Free console included. Bob Richmond. 302-429-1906 or rrich@earthlink.net. Delaware.

JOEBFALCONS.COM

Joe B. Sales in Golden, Colorado has bought a very large collection of 1964-65 Falcon parts including sheetmetal, glass, trim, and many boxes of small stuff, from all body styles with many wagon parts. Call us or come over and look. We also have many Falcons to choose from in all body styles. V8's and sixes and all price ranges. Tom and Joe. 303-279-4202 or tbotk@uswest.net.

Ford 351 2V air cleaner. Good condition. Needs painting and a new decal. Shipping charges will be based on the actual cost to your zip code. \$35. Doug Burns, 770-822-6353 or ranch289@bellsouth.net. GA

1960/63 Ranchero fuel sending unit -New in the box \$49.00 plus shipping. Call Ray at 505-524-3371 or hirpmrj@juno.com. NM

Used gas cap {curved} for 1960-63 wagon or Ranchero \$60. plus shipping. Charles Beasley 870-862-1086 after 7:00 PM. Eldorado, AR.

1965 Ranchero wheels and hubcaps. (5) wheels are 14 inch-4hole and (4) caps are FORD dog dish style. Asking \$75 for all or will sell separately. Ralph Pettijohn, LA. 318-251-1904 or ralph@frostyfactory.com.

NOS: CODZ-8200-A grill, \$150.00; CIDE-9510-B carburetor, \$225; CODZ-3350-B steering arm & bushing \$75; CODZ-4635-A u-joint \$25. Rebuilt: fuel pump with vacuum wiper for 6 cyl. \$45. New reproduction: 6 cylinder exhaust manifold that has been polished, \$140. Used 61 Delux right fender \$150. Much more. Keith Litteken, 314-351-1789 or kslitteken@aol.com.

NOS 1964 Falcon Convertible seat covers, black, front buckets and rear seat. Purchased from Original Falcon Interiors, Seattle, WA in 1998. Stored since in a dry, cool, dark place. Excellent condition and have digital photos. \$600 OBO. Gary Roth, CO, 303-646-4916 or gary@rothfam.com.

—continued on page 26

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby63@earthlink.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

PLEASE NOTE: Other Cars for Sale has been discontinued. Please do not send in ads for other cars to be included in Miscellaneous For Sale or other categories. These ads will not run. Thanks!

WRONG: * 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10.00 ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20.00 per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby63@earthlink.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

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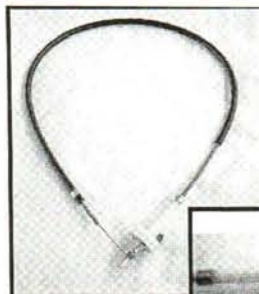
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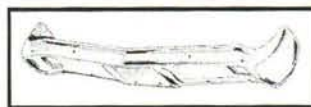
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1963/64/65
Headlight Bezels



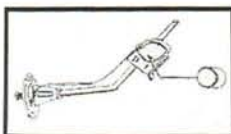
1960-63 Heater Switch



1964-65 New Bumpers
Front & Rear



1960-65 Transmission
Crossmember C4 or 4 Speed



Gas Tank Sending Units



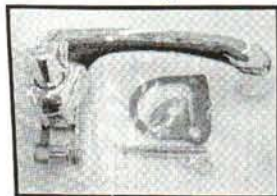
Gas Tanks



1964-65 Console Insert -
Brushed Stainless Steel



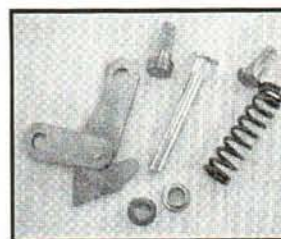
Chevrons



1963 HT/CV Outside
Door Handles



1963-65 Wire Wheel
Centers & Spinners



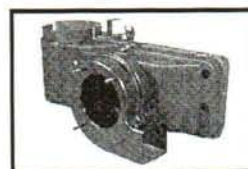
Door Hinge Rebuild
Kits



1960-65 Heater Inlet
Collar



1960-65 Lower Door Panel Trim - S/S or ready to paint



1960-65 Heater Box Assembly



1964-65 Window
Handles w/ Correct
Black Knob

1963-65 Conv. Upper Quarter Trim
Panel Retainer - S/S



COMING SOON:

1960-63 Dash Pads

**1962-63 Trunk Lock
Cylinder & Key**



1960-65 Heater Inlet
Collar Clips



Heater Cores

Classified Ads

250-6 cyl engine w/ auto out of 1975 Maverick. Was in old Mustang. \$350. Robert Wiseman, San Antonio, TX. 210-648-7011.

1965 Falcon grille deanodized & polished Excellent condition except one place over drivers headlamp door. \$300, shipping included. John Nunis, 434-299-5339. Big Island, VA

1964 6 cyl: transmission CODR-7006A. Some wear on first gear, \$100.; AC compressor C3AA-2875-F, radio \$25 ea.; bellhousing C3DA-6394-B, head C3DE-6090D, exhaust manifold, distributor, flywheel, air cleaner, radiator, driveshaft, radio, shift collar D5TZ-7228B (NIB), \$25. each. Starter brushes \$5, door emblem C40B-6520348-A "Sports Coupe \$15; plus shipping. Skip Goddard, 2625 W. Virginia, Tucson, AZ 85746-3024.

Fiberglass front bumper, new for 1960-61 Falcon. Call Bill Hinton, 919-563-3111. Mebane, NC

Parting out: 1963 Futura 4 door. 6 cyl, 3 speed, many good parts. Rick Dilks, 307 N. Castle, Paola, KS 66071. 913-557-2899.

1963 Falcon Sprint parts: Grill \$95; Radio \$50; 260 complete \$475; T-10 \$275; rear end complete \$300; trans hump \$95; Hurst complete \$145; front spindles w/ brakes \$125; 4-spd trans mount complete \$85; 4 speed column \$95; gas pedal linkage complete \$85; 1962 grille \$85; standard 260 air cleaner complete \$55. Tom Schoenfeldt, 413-436-7353. Warren, MA.

Trailer hitch, clamp-on; to fit rear bumpers 1960-63 Falcon, \$50. Right front fender 1962 Falcon, primed, \$100. John Boston, 154 N. Merkle Rd., Columbus, OH 43209. 614-238-0493.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$130. Specify engine size and year. Bands \$45. each, adjustable modulator \$14. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, P. O. Box 245-FC, Needham Hgts., MA 02494-0245 781-449-2065 evenings. www.autotran.us

All NOS: 60/63 Fender skirts \$95 pr; '67 grille \$200; '61 grille \$80 (slightly damaged); '63 convertible well liners \$25; 60-63 Ranchero main leaf spring \$40; 60-61 upper door hinge \$10 ea.; '65 14" wheel cover \$20; Rotunda tissue dispenser \$300; Rotunda 6 cyl. tachometer \$500. **USED PARTS:** 60-65 sedan gas cap \$20; '64 dash plastic, radio pc. \$25; '63 13" wire wheel covers \$40 set (below average condition). Rick Dilks, 913-557-2899. Paola, KS 66071

1962-63 Falcon parts - bucket seats \$100, console \$120, rear bench \$50, hood \$75, trunk \$75, passenger qtr panel \$100, grill \$30, brand new leaf springs \$200, centerline mags \$120 for all 4, speedometer \$15. Must sell the car is gone. Rob Capone 315 Ogden Pl, Springfield, PA 19064. 610-544-0603 or rcapone@mindspring.com

4 spd. T-10 narrow bolt pattern tag #3D3A1 shifter mounts forward on tailstock to fit 63-65 Falcon 350.00 Randy Ulery, Altoona, IA. 515-967-6271

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Parts for Sale: 1963 Falcon NOS. Fender top ornament, driver quality \$95 pr; Temp cable \$30.; 6 cyl. muffler \$65.; 6 cyl. exhaust manifold \$175.; 6 cyl. radiator std. shift \$125; Gas cap, driver quality \$30.; Fender top ornament, driver quality \$95 pr.; Foxcraft skirts and scuff plates \$250. pair; Door moulding \$110.; V8 arm & bushing \$175. Many more. Frank G. Stewart, Lorain, OH. 440-282-6277

NOS: 1961 Grille \$300; NOSR Taillamp lenses; 1960-1961, 1962, 1963 w/ back-up \$18. ea or \$32. pair. Parklamp lenses, 1962, 1963-1965 \$16. ea or \$30. pair. Carburetor kit 1962-66 all V8 with Ford carb. \$24; disc brake pads 1968-70 \$15.; Wheel cylinder kits \$4.50 ea, + postage. Wayne Hood, 228 Revell, Grenada, MS 38901. 662-227-8426

MISCELLANEOUS FOR SALE

The "Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook" is in its 4th edition. 75 pages of facts, history, parts interchangability, tips, swaps, many pictures and more. If six cylinder performance, either stock or hot, is of interest to you, this manual should be helpful. To order, send your mailing address (snail mail) and a money order, in the amount of \$14.95, made out to: Dave Schjeldahl, 582 Safstrom Place, Idaho Falls, ID 83401. Shipping is included in this price. Also check out our website: <http://falconperformance.sundog.net/>

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Paint chip sets, 1960, 1961, 1968-70. \$8 per year. \$1.00 postage. Wayne Hood, 228 Revell, Grenada, MS 38901. 662-227-8426

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For up-to-date Falcon events and information, visit www.falconclub.com

Calendar of Events

2003

July 17-19 **24th Annual Falcon National Convention in Arlington, Texas.** Hosted by the Heart of Texas Chapter. Use registration form in this issue to register NOW! Information: Danny Rosewell; 817-568-1006 or 551-5773 or send email to: rosewellfalcons@aol.com



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Nashville or Bust – The Other Side of the Story



Nashville or Bust may well have been the motto for the Mile Hi Convoy. With 1100 miles to go, "Bust" came after just 3½ hours. A broken alternator pivot bolt, which had been repaired four days previously, was the gremlin. Convoy member and "junkyard junkie" Lenny Kellog determined that a missing spacer and brace were causing the recurrence. But where does one find these parts on the plains of Kansas? Goodland became the designated repair stop. After trying three local repair shops, a mechanic at the fourth exclaimed "I have those parts at home!" only 3½ hours away.

In 95° heat, the convoy hoofed it to the city center where simple discovery became the order of the day. A cropduster provided a private airshow, swooping and criss-crossing the nearby fields. An old railyard was begging to be snooped around, with a decommissioned locomotive and snowplow providing local interest. Nearby, the High Plains Museum and adjacent one-room schoolhouse were staffed by friendly hostesses explaining the history of the area. The museum featured sod houses, buggies and early autos displayed as artifacts of life in the area for the past 150 years.

After a visit to a newly opened water park with \$1 hot dogs for lunch, the Ranchero was ready to catch up to the convoy in Lawrence, KS. Sometimes those unexpected tourist stops are the best.

Before leaving Goodland for Nashville, this photo was made by the town landmark, a multi-story replica of Van Gogh's Sunflowers. What better way to commemorate this unexpected, yet thoroughly enjoyable visit?

—Submitted by Rainer Hantschel
Mile Hi Chapter



FALCON CLUB OF AMERICA MEMBERSHIP APPLICATION

We are the **THE FALCON CLUB OF AMERICA** and
we are **STRONG** in our conviction and dedication.

WHY A FALCON CLUB?

FCA was formed to band together owners of the Falcon automobile to provide an exchange of ideas, technical information, amusing reminiscences and the availability of parts (often at a substantial discount). Lasting friendships are formed through local get-togethers and at the Club's National Meet each year.

WHAT MEMBERSHIP MEANS

Whether your Falcon serves as everyday transportation, a relaxing plaything, or both, you'll find valuable help in your preservation and restoration as well as interesting facts and information from the Club and many fellow Club Members.

Our Newsletter, "**THE FALCON NEWS**" is sent out each month to all the Club's Members and contains information so valuable you will want to file it away for future reference.

WHO BELONGS?

FCA has people of all ages — from retired folks to teenagers still in school. Among our members are men and women from all professions; individuals who could certainly afford more costly or newer cars if they chose.

PREMIUM PACKET

Every new member receives a New Member Packet upon payment of dues. This includes a personal membership card, Falcon Club cards to pass out to others who might be interested in the Club, and a copy of the latest Newsletter.

Dues are \$25.00 a year (\$30.00 outside the United States — U.S. Dollars)

payable to **THE FALCON CLUB OF AMERICA**

Send to: **FALCON CLUB OF AMERICA**

P.O. Box 113, Jacksonville, Arkansas 72078-0113

NAME

(FIRST)

(MI)

(LAST)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ SPOUSE'S NAME _____

MAKE OF CAR

Car # 1 - YEAR MODEL

Car #2 - YEAR MODEL

Car # 3 - YEAR MODEL

Car #4 - YEAR MODEL



FALCON CLUB OF AMERICA Technical Advisors

Head Advisor - Bob Passino, 5188 E. Henreitta Rd, Henreitta, NY 14467

Falcon Year

Name and Address

1960	Bonnie Stringer, 322 Jeff Davis, Waveland, MS 39576
1961	Phil Barber, 2574 Riva Rd., #17-A, Annapolis, MD 21401
1962	Glen Vanderendonk, 4305 N. Spruce, Kansas City, MO 64117
1963	Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467
1964 Convrt	Russell Hoeksema, 4519 56th St., W. Bradenton, FL 34210
1964 HT & Sedan	Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726
1965	Jim Hatcher, 8301 West 92nd Terrace, Overland Park, KS 66212
1966	Phil Warren, 602 N. Harrison, Spring Hill, KS 66083
1967	Don Anderson, 2082 Cooper Way, Jonesboro, GA 30236
1968	Leon Grantham, 8108 E. 59th St., Kansas City, MO 64129
1969	Joseph J. Fidance III, 95 Silchester Dr., Elktom, MD 21291-2617
1970 & 1970½	Merl Hayn, 11650 14C Rd, Argos, IN 46501-9527
1961-66 Econoline	Jim Frey, 2425 Monterey Ave NE, Renton, WA 98056
	Richard E. Alyea, 1817 N. Timber Ave., Bethany, OK 73008-5726

Please include a self-addressed stamped envelope if requesting answers.

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Falcon lovers...everywhere!